

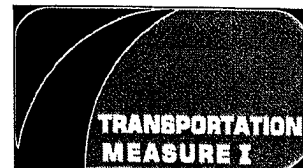


San Bernardino Associated Governments

1170 W. 3rd St., 2nd Fl., San Bernardino, CA 92410-1715

Phone: (909) 884-8276 Fax: (909) 885-4407

Web: www.sanbag.ca.gov



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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA

Commuter Rail Committee Meeting

January 23, 2009

9:30 a.m.

Location

SANBAG Office
Super Chief Conference Room
1170 West 3rd St., 2nd Fl.
San Bernardino, CA

Commuter Rail Committee Membership

Chair

Mayor Pro Tem Patricia Gilbreath
City of Redlands

Mayor Patrick Morris
City of San Bernardino

Vice Chair

Mayor Paul Eaton
City of Montclair

Council Member Larry McCallon
City of Highland

Mayor Kelly Chastain
City of Colton

Council Member Diane Williams
City of Rancho Cucamonga

Council Member Bea Cortes
City of Grand Terrace

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

Commuter Rail Committee Meeting

**January 23, 2009
9:30 a.m.**

Location: SANBAG Office, 1170 West 3rd St., 2nd Fl., San Bernardino

R.S.V.P. by Monday, January 19th to Daylene at (909) 884-8276

CALL TO ORDER

(Meeting Chaired by Mayor Pro Tem Patricia Gilbreath)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications - Daylene Burris

Notes/Actions

- 1. Possible Conflict of Interest Issues for the Commuter Rail Committee Meeting of January 23, 2009** Pg. 7

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Committee Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

2. Commuter Rail Committee Attendance Roster Pg. 8

A quorum shall consist of a majority of the membership of each Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

3. Redlands Corridor Regionally Significant Transportation Investment Study (RSTIS) and Environmental Analysis Pg. 10

Receive a Status Report on the Progress of the Redlands Corridor RSTIS and EA. **Mike Bair**

4. Update on Identifying Potential Projects for Transportation Reauthorization Pg. 12

1. Receive report and provide feedback on SANBAG's advocacy efforts for the Federal Transportation Reauthorization bill; and
2. Adopt recommended project request for transportation reauthorization. **Jennifer Franco**

5. Funding for Metrolink Short and Intermediate-Term Safety Improvements and Liability Insurance Reinstatement Pg. 18

Authorize the use of \$1,117,195 from Fiscal Year 2007/2008 Surplus Funds for the Implementation of Metrolink Short and Intermediate-Term Safety Improvements and the Reinstatement of Liability Insurance as identified in the Financial Impact Section. **Mike Bair**

6. California High Speed Rail Projects Pg. 21

1. Approve a Revised Memorandum of Understanding (MOU) (SANBAG Agreement C09008) for the Preparation of Studies for the Los Angeles to San Diego via Inland Empire Proposed High-Speed Passenger Rail Corridor and the Regional Air-Rail Network.
2. Provide direction on possible alignments for the proposed Inland Empire High-Speed Passenger Rail Corridor. **Victoria Baker**

Public Comments

- 7. Additional Items from Committee Members**
- 8. Brief Comments by the General Public**

Additional Information

Acronym List

Pg. 36

ADJOURNMENT

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on "Request to Speak" forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may "Call for the Question."
- Upon a "Call for the Question," the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair's discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair's direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: January 23, 2009

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/A	N/A	N/A

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

*

*Approved
Commuter Rail Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD – 2009

Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Patricia Gilbreath City of Redlands												
Bea Cortes City of Grand Terrace (Appointed May 2007)												
Kelly Chastain City of Colton (Appointed February 2007)												
Paul Eaton City of Montclair												
Larry McCallon City of Highland (Appointed June 2007)												
Patrick Morris City of San Bernardino (Appointed May 2006)												
Diane Williams City of Rancho Cucamonga												

X = Member attended meeting. *Empty box = Member did not attend meeting. Crossed out box = Not a member at the time.

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD – 2008

Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan**	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Patricia Gilbreath City of Redlands			X				X		X	X	X	X
Bea Cortes City of Grand Terrace (Appointed May 2007)			X						X	X	X	X
Kelly Chastain City of Colton (Appointed February 2007)					X		X		***	X		X
Paul Eaton City of Montclair			X		X		X		X	X	X	X
Paul Leon City of Ontario (Appointed April 2007)					X		X			X	X	X
Larry McCallon City of Highland (Appointed June 2007)			X		X		X		X	X	X	X
Patrick Morris City of San Bernardino (Appointed May 2006)			X		X		X		X	X	X	
Diane Williams City of Rancho Cucamonga			X		X		X		X	X	X	X

**Commuter Rail Committee Did Not Meet
***John Mitchell was present for the City of Colton

X = Member attended meeting.
CRCAIT08

* = Alternate member attended meeting. Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: January 23, 2009

Subject: Redlands Corridor Regionally Significant Transportation Investment Study (RSTIS) and Environmental Analysis

Recommendation:* Receive a Status Report on the Progress of the Redlands Corridor RSTIS and EA.

Background: In January 2008 the SANBAG Board approved a contract with STV, Inc. to conduct the RSITS and EA (Alternatives Analysis) of transit service within the Redlands Corridor. Since that time STV and its subcontractors have been diligently working; developing a Purpose and Needs Statement and various transit alternatives, working with the Federal Transit Administration on transportation modeling options, holding several Project Development Team meetings, conducting early community meetings, attending city council presentations, developing preliminary transit alternative operating and capital cost estimates, and more recently, meeting with potential station location stakeholders.

Mr. Gene Kim of STV will provide the Committee with an update on the status of this important project including an overview of the study, progress to date, major challenges, station area plans and upcoming activities.

Financial Impact: This item is consistent with the adopted budget. Funding for this work is provided under Task 38009000 – Redlands Rail Extension. The funding source is a combination of Federal Transit Administration Section 5307 Formula Fund and LTF Planning revenues.

*

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Commuter Rail Agenda Item
January 23, 2009
Page 2

Reviewed By: This item will be reviewed by the Commuter Rail Committee on January 23, 2009.

Responsible Staff: Michael Bair, Interim Director of Transit and Rail Programs

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: January 23, 2009

Subject: Update on Identifying Potential Projects for Transportation Reauthorization

Recommendation:*

1. Receive report and provide feedback on SANBAG's advocacy efforts for the Federal Transportation Reauthorization bill; and
2. Adopt recommended project request for transportation reauthorization.

Background: As the new 111th Congress convened this month, one of its top priorities for the year will be the reauthorization of the nation's surface transportation legislation, known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This agenda item is intended to provide SANBAG Board members with an update on SANBAG's efforts to identify potential projects for the Federal reauthorization bill.

SAFETEA-LU will expire after September 30, 2009. The House Transportation and Infrastructure Committee has indicated that they intend to have draft legislation for transportation reauthorization by Spring 2009.

Being able to advocate for projects specifically suited for the next transportation reauthorization bill will be part of SANBAG's multi-faceted strategy to advocate for a variety of critical projects for this region. As policy considerations for the next transportation reauthorization bill are developed and vetted, it is SANBAG's

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Approved
Commuter Rail Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

desire to demonstrate the vast need for regionally significant transportation projects throughout San Bernardino County. As such, SANBAG policy committees have recommended a set of guidelines member jurisdictions can use to help SANBAG identify potential projects for inclusion in the next reauthorization bill (please see Attachment #1). SANBAG has received input from a number of member jurisdictions regarding potential projects for the next reauthorization bill, which was evaluated in comparison to the recommended guidelines.

As part of SANBAG's evaluation of inputs received from member jurisdictions, SANBAG grouped projects into corridors, to the extent possible. SANBAG also analyzed projects with an emphasis on their regional benefits, particularly as they related to National Corridors and Trade Corridors of National Significance.

While the needs of the region are great and while parameters for the transportation reauthorization bill are yet to be established, SANBAG has identified projects listed in Attachment #2 as the most competitive regional projects based on their relationship to National Corridors and Trade Corridors of National Significance, which are also likely to begin construction before the end of the next reauthorization bill. The recommended projects listed in Attachment #2 can be modified as actual policy is shaped, however, this list can serve as a starting point to permit SANBAG's development of a proactive advocacy strategy for the next transportation reauthorization bill.

Administrative Committee recommended all projects as listed in Attachment #2, but added SANBAG should continue to focus on projects that best benefit the region and to continue to demonstrate that SANBAG has other projects that are being advocated for through other funding strategies, such as the Fiscal Year 2010 appropriations process. Additionally, some committee members discussed the option of list the High Desert Corridor project as a public-private-partnership (P3) project instead of a corridor project. By advocating for High Desert Corridor as a P3 project, SANBAG will be able to more appropriately highlight the unique attributes of this project and the unique overall funding strategy for this project.

Financial Impact: Funding for SANBAG's Legislative program is consistent with the adopted SANBAG Budget Task No. 50309000. This item might have a potential positive impact on SANBAG's transportation programs.

Commuter Rail Committee Agenda Item

January 23, 2009

Page 3

Reviewed By: This item is scheduled for review by the Plans and Programs Committee on January 21, 2009. This item is was also scheduled for review by the Administrative Committee on January 14, 2009; Major Projects Committee on January 15, 2009, the Mountain Desert Committee on January 16, 2009 and the Commuter Rail Committee on January 23, 2009.

Responsible Staff: Jennifer Franco, Director Intergovernmental and Legislative Affairs

CRC0901A-JF.doc
Attachment:
CRC0901A1-JF.doc
CRC0901A2-JF.doc

Guidelines for Identifying Projects for Federal Reauthorization

San Bernardino Associated Governments (SANBAG) is formulating a strategy for the next transportation reauthorization bill, which is likely to include an opportunity to advocate for specific projects. Please assist SANBAG with identifying potential projects that will improve and maintain our existing transportation infrastructure in a manner that meets regional and national priorities by utilizing the criteria below:

- ***The nominated project is in the latest approved, conforming Regional Transportation Plan (RTP) AND in the Measure I (2010-2040) Expenditure Plan. (YES/NO)***
Inclusion of a project in the approved, conforming RTP and in the Measure I expenditure plan demonstrates regional need, a financial commitment, and consistency with requirements to improve air quality.
- ***The nominated project has completed National Environmental Protection Act (NEPA) clearance or is in the clearance process. (YES/NO)***
Projects that receive federal funds must complete the NEPA clearance process. Projects that have already completed or that are about to complete the NEPA process are considered more competitive.
- ***The nominated project is in the Regional Transportation Improvement Program (RTIP). (YES/NO)***
The RTIP is a 5- year programming document that includes all regionally significant projects, regardless of funding source. Candidate projects not in the RTIP would have to be amended in, resulting in delay.
- ***Federal funding for this project would save Measure I funds for other projects. (YES/NO)***
Federal funding for the nominated project would supplant Measure I funds, which could, in turn, be moved to other projects important to SANBAG.
- ***The nominated project is a freeway improvement, freeway interchange improvement, grade separation, rapid bus project (BRT), light rail, or commuter rail project. (YES/NO)***
SANBAG's Measure I strategic planning process has identified the types of projects listed above. Nominated projects fitting one of the above descriptions are also more likely to match priorities in the next federal authorization bill.
- ***The nominated project is on a trade corridor of national significance and/or a High Priority Corridor on the National Highway System. (YES/NO)***
Trade Corridors of National Significance are key freight corridors as defined by Congress, which includes I-10, I-15 and the Alameda Corridor East. Nominated projects along I-10 and I-15 may include interchange and mainline improvements. Alameda Corridor East grade separations also meet this criterion.
- ***Nominated Valley freeway interchanges: in the top 10 of the interchange prioritization list. (YES/NO)***
Nominated Valley freeway interchanges should be among the top 10 of SANBAG's interchange prioritization list.
- ***For Valley or Victor Valley interchanges or grade separations, the development share is committed. (YES/NO)***
The development share has been identified and committed for the nominated project.
- ***Nominated Grade Separations: top ten on prioritized list AND already federalized, OR amount of proposed federal funding more than offsets the reduction in railroad contribution and cost of delay associated with NEPA compliance. (YES/NO)***
Grade separation projects that are already federalized are preferred.
- ***The nominated project will be able to start construction by 2014-15. (YES/NO)***
The nominated project will have completed all pre-construction phases in time to begin construction by 2014.
- ***The nominated project is supported by multiple jurisdictions. (YES/NO)***
The nominated project is supported by multiple jurisdictions.
- ***The nominated project is a vital connector to the state highway system and/or inter-jurisdictional mobility. (YES/NO)***
The nominated project is a vital connector to/from the state highway system. Vital connectors may also include projects that will enhance inter-jurisdictional mobility.

ATTACHMENT #2
SANBAG Reauthorization Requests (\$768 Million)

SANBAG's reauthorization strategy is part of a multi-faceted approach to securing and includes the following capital improvement projects. Projects listed are regionally significant projects that are aligned with National Corridors and Trade Corridors of National Significance. In addition, included are key transit facilities. The recommended reauthorization requests are shown in ***bold italic print***. The other listed projects are on the subject corridors.

TOTAL I-10 CORRIDOR REQUESTS (\$120 Million) TO INCLUDE:

- ***#2 Priority Request:***
1-10 Mainline High Occupancy Vehicle (HOV) Lanes, between I-215 and SR-210
Estimated Total Project Cost: \$200 Million; Requested Authorization: \$100 Million
- ***#3 Priority Request:***
Interstate 10/Cedar Avenue, interchange, Fontana
Estimated Total Project Cost: \$49 Million; Requested Authorization: \$20 Million
- Interstate 10/University, interchange, Redlands
Estimated Total Project Cost: \$5.51 Million
- Interstate 10/Alabama, interchange, Redlands
Estimated Total Project Cost: \$27 Million
- Interstate 10/Mt. Vernon, interchange, City of San Bernardino
Estimated Total Project Cost: \$32 Million

TOTAL I-15 CORRIDOR REQUESTS (\$276 Million) TO INCLUDE:

- ***#1 Priority Request:***
Interstate I-15/I-215 Devore Interchange, San Bernardino County
Estimated Total Project Cost: \$369 Million; Requested Authorization: \$151 Million
- ***#6 Priority Request:***
I-15 Mainline Expansion between SR-60 and I-10, San Bernardino County
Estimated Total Project Cost: \$100 Million; Requested Authorization: \$50 Million
- I-15/Baseline Road, interchange, Rancho Cucamonga
Estimated Total Project Cost: \$43 Million
- ***#4 Priority Request:***
I-15/Ranchero Road, interchange, Hesperia
Estimated Total Project Cost: \$60 Million; Requested Authorization: \$25 Million
- I-15/Eucalyptus, interchange, Hesperia
Estimated Total Project Cost: \$50 Million
- I-15/Joshua/Muscatel, interchange, Hesperia
Estimated Total Project Cost: \$50 Million

- **#7 Priority Request:**
I-15/Nisqually-LaMesa, interchange, Victorville
Estimated Total Project Cost: \$122 Million; Requested Authorization: \$50 Million

TOTAL HIGH DESERT CORRIDOR (E-220) REQUESTS (\$148 Million) TO INCLUDE:

- **#9 Priority Request:**
High Desert Corridor Phase 1A, Victorville
Estimated Total Project Cost: \$400 Million; Requested Authorization: \$148 Million

TOTAL ALAMEDA CORRIDOR EAST CORRIDOR (\$27 Million) TO INCLUDE:

- **#5 Priority Request:**
Lenwood Grade Separation, Barstow
Estimated Total Project Cost: \$26 Million; Requested Authorization: \$12 Million
- **#8 Priority Request:**
Vista Rd Grade Separation
Estimated Total Project Cost: \$34 Million; Requested Authorization: \$15 Million

TOTAL TRANSIT PROJECTS (\$224 MILLION) TO INCLUDE:

- **E Street sbX BRT (Rapid Bus Project)**
Estimated Total Project Cost: \$192 Million; Requested Authorization: \$80 Million
- San Bernardino Transit Station
Estimated Total Project Cost: \$25 Million
- VVTA Administration, Operations & Maintenance Facility
Estimated Total Project Cost: \$42 Million
- **Positive Train Control**
Estimated Total Cost: \$150 Million; Requested Authorization: \$30 Million
- **Redlands Rail Project**
Estimated Total Cost: \$228 Million; Requested Authorization: \$114 Million

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: January 23, 2009

Subject: Funding for Metrolink Short and Intermediate-Term Safety Improvements and Liability Insurance Reinstatement

Recommendation: * Authorize the use of \$1,117,195 from Fiscal Year 2007/2008 Surplus Funds for the Implementation of Metrolink Short and Intermediate-Term Safety Improvements and the Reinstatement of Liability Insurance as identified in the Financial Impact Section.

Background: Subsequent to the September 12th incident, the Southern California Regional Rail Authority (SCRRA) Board immediately proposed the implementation of several short and intermediate-term safety improvements that would entail additional operating and capital expenses. The SCRRA Board convened a panel of industry experts to review Metrolink's safety practices and the panel presented its recommendations on December 12th. On January 9th the SCRRA Board authorized the CEO to seek additional funding from its member agencies for a number of operating and capital safety improvements. In addition, on January 9th the SCRRA Board authorized the purchase of reinstatement General Liability Insurance up to \$200 million.

Short and Intermediate-Term Safety Improvements

The proposed additional operating expenses include the hiring of additional train crews to serve as a "second set of eyes", additional Law Enforcement Technicians (LETs), and additional safety-related positions. A portion of the additional train

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Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

crew cost is being provided by OCTA through the early hiring of six train crews that will be need for service expansion on the Orange County Line planned for January 2010. With the change in the responsibilities of train conductors when the train is being operated in the push mode, there is the need to hire five additional LETs for fare enforcement purposes. Three new safety and compliance positions are being added to strengthen Metrolink's oversight of it contractors. Those positions include: a Manager – Rules and Training, Road Foreman and Operational Compliance Officer. Combined these new positions will add \$1,253,890 and \$2,391,364 in expenses to the Fiscal Years 2008/2009 and 2009/2010 respectively. SANBAG's share of the additional operating cost in the current year will be \$146,510.

The current year capital budget is also being amended to include five new projects. The first is the installation of Automatic Train Control technology at 43 selected locations, such as where train speeds are to be reduced by 20 mph or more. Metrolink has received approval from the Federal Railroad Administration for the installation of such devices. A second project is the procurement of an electronic efficiency testing and data management system. The third project is expediting the replacement of incandescent signal lights with Light Emitting Diodes (LEDs). And the fourth project is the purchase and installation of inward facing cameras in all locomotives and cab cars. And, most importantly, the final project is the beginning of engineering for the procurement and installation of Positive Train Control (PTC). These five projects will add \$4,086,800 to the Fiscal Year 2008/2009 capital budget. SANBAG's share will be \$550,032.

General Liability Insurance Reinstatement

In June 2008, the SCRRA Board approved the purchase renewal of SCRRA's General Liability Insurance program up to \$150 million – a level of coverage that has been in place since 2004. The insurance program includes a \$4 million Self Insured Retention. The policy limit is based on a claims made per occurrence aggregate yearly limit. This means that in any given policy year the total amount of insurance dollars available to cover liability losses is \$150 million. This aggregate limit can be reached through one large catastrophic occurrence or a combination of several smaller incidents. Once the insured has determined that the annual limit may be reached, it may have an opportunity to reinstate a portion or all of its existing policy. The SCRRA Board has authorized the exercise of an Aggregate Reinstatement Endorsement at a cost of 125% of the policy premium. In addition, the SCRRA Board approved the purchase of an additional \$50 million excess insurance layer to bring the total aggregate insurance policy limit to \$200 million – the federal liability cap relating to rail passenger claims. The premium

for the reinstatement and higher limit coverage will be \$6,117,413. Nearly 60% of the additional premium will be available from the current year budget. An additional \$3.5 million will be needed from SCRRA's member agencies. SANBAG's share will be \$420,653.

SCRRA Fiscal Year 2007/2008 Surplus Funds

SCRRA has determined that as of June 30, 2008, SANBAG has \$1,490,434 in surplus funds available. The total SANBAG cost of the additional short and intermediate-term safety improvement operating and capital expenses and the premium for General Liability insurance reinstatement is \$1,117,195 and can be covered from the Fiscal Year 2007/2008 surplus amount.

Financial Impact: As noted above, SANBAG's share of these additional expenses can be covered with the Fiscal Year 2007/2008 SCRRA surplus funds due to SANBAG. The authorization to use the surplus funds will allow the \$1,117,195 to remain with SCRRA for the above stated purposes. SANBAG will request a remittance of the remaining \$373,239 in Fiscal Year 2007/2008 surplus funds.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on January 23, 2009.

Responsible Staff: Michael Bair, Interim Director of Transit and Rail Programs

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: January 23, 2008

Subject: California High-Speed Rail Projects

- Recommendation:***
- 1.) Approve a Revised Memorandum of Understanding (MOU) SANBAG Agreement C09008, for the Preparation of Studies for the Los Angeles to San Diego via Inland Empire Proposed High-Speed Passenger Rail Corridor and the Regional Air-Rail Network.
 - 2.) Provide direction on possible alignments for the proposed Inland Empire High-Speed Passenger Rail Corridor.

Background: In August 2008 the Board approved a MOU between the California High-Speed Rail Authority (CHSRA), the Southern California Association of Governments (SCAG), San Diego Association of Governments (SANDAG), Riverside County Transportation Commission (RCTC), SANBAG and the San Diego County Regional Airport Authority (SDCRAA). The purpose of the MOU is for the named agencies to collaborate in the refinement of the high-speed rail alignment. In addition, both SANDAG and SDCRAA are required by SB 10 to develop an Airport Multitmodal Accessibility Plan and Regional Aviation Strategic Plan which is also covered in the MOU

At the time of SANBAG's approval, RCTC & SCAG had yet to take the MOU to their respective Boards for approval. During their review of the document and

*

Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

preparation for Board approval several changes were made to the document. Because there were several changes to the document, all of which were non-substantive, SANBAG Counsel advised staff to have the MOU re-Approved.

SCAG approved the MOU at their December 2008 meeting and RCTC is scheduled to approve the MOU at their February 11, 2009, meeting.

During a recent meeting of the RCTC Board, there was a discussion of a new alignment which would use the I-15 corridor instead of the I-215 corridor. It is anticipated that the RCTC Board may take a formal action requesting that alignment change. SANBAG staff is seeking direction on such a proposal.

Financial Impact: This item is consistent with the adopted budget. Staff time and any other expenses associated with SANBAG's involvement under this MOU will be funded under Task 35209000 – General Commuter Rail funded with LTF Planning.

Reviewed By: This item has been reviewed by SANBAG Counsel and is scheduled for review by the Commuter Rail Committee on January 23, 2009.

Responsible Staff: Michael Bair, Interim Director of Transit and Rail Programs
Victoria Baker, Senior Transit Analyst

SANBAG Contract No. C09008

by and between

San Bernardino Associated Governments

and

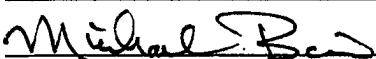
CHSR Authority, SCAG, SANDAG, RCTC and SDCRAA

for

Preparation of Studies for the Los Angeles to San Diego via Inland Empire Proposed High-Speed
Passenger Rail Corridor and the Regional Air-Rail Network

FOR ACCOUNTING PURPOSES ONLY

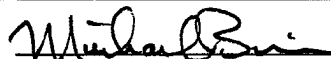
<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment
Notes: Memorandum of Understanding with no Financial Impact			
Original Contract: \$ 0	Previous Amendments Total: \$ _____		
	Previous Amendments Contingency Total: \$ _____		
Contingency Amount: \$ _____	Current Amendment: \$ _____		
	Current Amendment Contingency: \$ _____		
Contingency Amount requires specific authorization by Task Manager prior to release.			
Contract TOTAL →			\$ 0
↓ Please include funding allocation for the original contract or the amendment.			
Task	Cost Code	Funding Sources	Grant ID
_____	_____	_____	_____
			\$ _____
Original Board Approved Contract Date: 08/02/09		Contract Start: 08/02/08	Contract End: 12/31/11
New Amend. Approval (Board) Date: _____		Amend. Start: _____	Amend. End: _____
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:			
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
If yes, which Task includes budget authority? _____			
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No			
CONTRACT MANAGEMENT			
Please mark an "X" next to all that apply:			
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input checked="" type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local			
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %			
Task Manager: Michael Bair		Contract Manager: Michael Bair	



Task Manager Signature

1-15-09

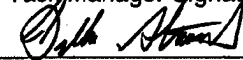
Date



Contract Manager Signature

1-15-09

Date



Chief Financial Officer Signature

1/15/09

Date

MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
SAN DIEGO ASSOCIATION OF GOVERNMENTS
SAN BERNARDINO ASSOCIATED GOVERNMENTS
RIVERSIDE COUNTY TRANSPORTATION COMMISSION &
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

FOR PREPARATION OF STUDIES FOR
THE LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE PROPOSED HIGH-SPEED
PASSENGER RAIL CORRIDOR AND THE REGIONAL AIR-RAIL NETWORK

The Memorandum of Understanding (MOU) is entered into by and between the California High-Speed Rail Authority (CHSRA), Southern California Association Of Governments (SCAG), San Diego Association Of Governments (SANDAG), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC), and San Diego Regional Airport Authority (SDCRAA), (referred to herein individually as a PARTY and collectively as the "PARTIES" to this MOU), regarding the preparation of technical studies for the Los Angeles to San Diego via Inland Empire High-Speed Passenger Rail Corridor and a Regional Air-Rail Network Study (collectively hereinafter referred to as "PROJECTS," and individually as "PROJECT") with regard to the following matters:

RECITALS:

WHEREAS, CHSRA in partnership with the Federal Railroad Administration (FRA) has completed and certified a Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for a proposed California High-Speed Train (HST) network linking the major metropolitan areas of the State of California and the HST system approved by CHSRA includes the Los Angeles to San Diego via Inland Empire corridor (referred to herein as the "Corridor"); and

WHEREAS, the authority and responsibility for the planning, construction, and operation of high-speed passenger train service at speeds exceeding 125 miles per hour in California is exclusively granted to CHSRA by Public Utilities Code Section 185032.a.2; and

WHEREAS, CHSRA has the authority to accept grants, fees, and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources (Public Utilities Code section 185034(4)); and

WHEREAS, SANDAG adopted the 2007 Regional Transportation Plan (RTP) to identify the facilities, services and programs necessary to meet the San Diego County region's travel needs through the year 2030, and that document recognizes the need for high-speed ground transportation to serve these needs; and

WHEREAS, SCAG adopted the 2008 RTP to identify the facilities, services and programs necessary to meet the SCAG's region's travel needs through the year 2035, and that document recognizes the need for high-speed ground transportation to serve these needs; and

WHEREAS, SANDAG is considering pursuing a high-speed passenger train service between San Diego and facilities with forecast aviation capacity in neighboring regions including the international border. These services are not included as part of CHSRA's preferred alignment but would be part of a Regional Air-Rail Network Study. Such a potential service could complement the statewide HST system and help to integrate it with other transit services, such as by providing a "feeder" service with potential multi-modal connections in the Corridor to the statewide system. CHSRA involvement in assessing the feasibility of these services will foster and facilitate coordination in design and planning, and review of potential environmental impacts for these different rail services; and

WHEREAS, SANDAG, SCAG, RCTC, and SANBAG are involved in the planning for, or operation of and/or considering pursuing commuter train services as well as HST service; and

WHEREAS, SANDAG and the SDCRAA are required by state law (SB10 (2007)) to develop an Airport Multimodal Accessibility Plan and Regional Aviation Strategic Plan by 2013 and 2011 respectively and the Regional Air-Rail Network Study will be Phase 1 of the Airport Multimodal Accessibility Plan; and

WHEREAS, it is the intent and purpose of this MOU to demonstrate the continuing desire of the PARTIES to cooperate, to coordinate, and to share the results of their studies and to share their respective views on the subject of proposed improvements and enhancements to the Los Angeles to San Diego via Inland Empire HST Corridor in a manner which best enhances state and regional transportation networks, and in a manner which reduces or eliminates unnecessary duplicative efforts.

NOW, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

1. The PARTIES intend to work together for Corridor improvement and to build upon the initial phases of work to complete planning and technical studies, and environmental review, for HST service in the Corridor.

2. The PARTIES agree to form a project working group administered by the CHSRA to complete the necessary work related to the PROJECTS, including providing technical and policy input, reviewing deliverables and providing comments and approvals and providing technical support in a timely manner. The PARTIES agree that staff for each PARTY will cooperate fully in the exchange of information and will work together, under the oversight of CHSRA.

3. Unless otherwise agreed in writing as an amendment to this MOU, and authorized by competent authority, each PARTY shall bear any costs it incurs in relation to this MOU without expectation of reimbursement or subsidization by any other PARTY, subject to the following understanding:

- (1) The CHSRA will be the lead agency and bear the cost of the preparation and adoption of the Los Angeles to San Diego via Inland Empire Region HST System Environmental/Engineering Work (including the cost of the public involvement program and project EIR/EIS documents and related technical studies for the Corridor defined in the CHSRA's certified Final Program EIR/EIS for the Proposed HST System).

(2) SANDAG will be the lead agency for the Regional Air-Rail Network Study, the costs of which are set forth in Section VI of a previous and separate Memorandum of Agreement (MOA) between SANDAG and the SDCRAA dated June 2008. SDCRAA operated under revenue diversion parameters as set forth in Section VI (E) of this previous and separate MOA dated June 2008 for plans and studies that provide for a dedicated connection to airports under the control of the SDCRAA or whose proposed facilities are located on property controlled by the SDCRAA. SDCRAA will only participate in planning or funding the studies with a physical connection to airport facilities or a clear nexus to regional airport planning and directly and substantially related to air transportation of passengers or property.

(3) The SDCRAA and SCAG will develop the regional aviation demand forecast, regional aviation capacity analysis, and regional aviation facilities requirements tasks as such are related to the Regional Air-Rail Network Study and will bear the proportional costs of these tasks.

(4) All PARTIES will have the option of requesting additional tasks related to the PROJECT and each PARTY agrees to bear the costs of the additional work it has requested.

(5) If additional tasks are requested by more than one PARTY, those PARTIES agree to pay an equal share of the costs of such additional work, unless they agree to a different allocation of costs among or between them for such work.

4. CHSRA will take into account and coordinate with, to the extent it is appropriate to do so, the other technical studies and proposed improvements which have been prepared, and will be prepared, by other PARTIES or other agencies with reference to the Los Angeles to San Diego via Inland Empire Corridor. CHSRA will be responsible for obtaining the necessary documents to do such tasks. Each other PARTY hereto shall inform CHSRA of such studies and proposed improvements of which it has knowledge during the term of this MOU.

5. The PARTIES recognize that realistic planning for the future of the Corridor requires recognition of existing constraints along this Corridor and also requires recognition of the need for cooperation and coordination among all of the interested agencies which have responsibilities to address public transportation needs in and along that Corridor.

6. All PARTIES will participate and support CHSRA, as appropriate, in seeking federal and state funding for HST studies and environmental and engineering work within the Corridor. All PARTIES will provide technical and policy input and technical support, review and comment on documents in a timely manner, and staff of each PARTY will actively work together with other PARTIES for Corridor improvement.

7. Each PARTY agrees to encourage public awareness of and involvement in the PROJECTS and decision processes concerning the Corridor in which the PARTIES, or any of them, are engaged.

8. Each PARTY agrees that the primary purpose, intent and spirit of this MOU are to continue and to expand cooperation and coordination among the PARTIES and to develop the framework for future Cooperative Agreements. To this end, the PARTIES agree to share the results of their work, including technical studies, and to confer at regular and frequent intervals.

9. Each PARTY intends to use the products of the technical studies as it determines is appropriate, consistent with its respective authority and to the maximum extent possible.

10. Each PARTY to this MOU is responsible for making its own determination as to the usefulness or as to the propriety of its use of or reliance upon the work product of any other PARTY to this MOU. It is not intended by this MOU that any PARTY to this MOU represents or warrants that its work product is sufficient for the purposes to which any other PARTY may wish to apply that work product. This MOU does not reduce, expand, transfer, or alter in any way, any of the statutory or regulatory authorities and responsibilities of any of the signatories.

11. It is noted that there may be differences in the nature of what CHSRA is studying and that which other PARTIES will be considering. This MOU does not constitute a decision by CHSRA or by its staff regarding the selection, timing, or phasing of one HST corridor or segment, or any part of such a segment, over another as part of the HST system defined in the certified Program EIR/EIS and approved by CHSRA. This MOU is not intended to constitute and does not constitute any limitation on the CHSRA's decision making or that of any PARTY.

12. Each PARTY shall identify and inform each other PARTY of the name of and contact information for a technical lead person to exchange information between the PARTIES concerning the PROJECTS.

13. Each PARTY agrees to cooperate and coordinate with each other PARTY, its staff, contractors, consultants, and vendors, providing services required under this MOU to the extent practicable in the performance of the PROJECTS and in conjunction with each PARTY's other respective responsibilities in the Corridor under this MOU.

14. The PARTIES agree to work diligently together and in good faith, using their best efforts to resolve any unforeseen issues and disputes arising out of the performance of this MOU.

15. This MOU may only be modified or amended in writing. All modifications, amendments, changes, and revisions of this MOU from time to time, in whole or in part, and from time to time, shall be binding upon the PARTIES, so long as the same shall be in writing and executed by each of the PARTIES.

16. This MOU shall be governed by and construed in accordance with applicable federal, state of California, and local laws. The PARTIES warrant that in the performance of this MOU, each shall comply with all applicable federal, state of California, and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder.

17. This MOU, including all exhibits and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the term(s) and condition(s) of the MOU between the PARTIES and it supersedes all prior representations, understandings, and communications. The invalidity in whole or part of any term or condition of this MOU shall not affect the validity of other term(s) or condition(s).

18. Each PARTY shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any relevant incidence of fire, flood or other emergency; acts of God; commandeering of material, products, plants or facilities by federal, state or local government; or a material act or omission by any PARTY, when satisfactory evidence of such cause is presented to the

other PARTIES, and provided further such nonperformance is unforeseeable, beyond the PARTY'S control and is not due to the fault or negligence of the PARTY not performing, and does not impair the PARTY's continued participation in the MOU. Additionally, each PARTY shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by reason of the lack of an adopted State Budget or the lack of sufficient appropriation in the adopted State Budget for work under this MOU, or the lack of sufficient appropriation of funds for the continuation of this MOU from a PARTY's applicable funding agencies.

19. Any notice sent by first class mail, postage paid, to the addresses and addressees listed below shall be deemed to have been given when in the ordinary course it would be delivered. The representatives of the PARTIES who are primarily responsible for the administration of this MOU, and to whom notices, demands and communications shall be given are listed below:

California High-Speed Rail Authority

925 L Street, Suite 1425
Sacramento, CA 95814
Attention: Dan Leavitt, Deputy Director
(916) 324-1541, dleavitt@hsr.ca.gov

San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715
Attention: Michael Bair, Director of Transit/Rail Programs
(909) 884-8276, mbair@sanbag.ca.gov

Southern California Association of Governments

818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017
Attention: Naresh Amatya, Transportation Planning Manager
(213) 236-1800, amatya@scag.ca.gov

San Diego Association of Governments

401 B Street, Suite 800
San Diego, CA 92101
Attention: Linda Culp, Senior Transportation Planner
(619) 699-6957, lcu@sandag.org

Riverside County Transportation Commission

4080 Lemon Street, 3rd Floor
Riverside, CA 92501
Attention: Sheldon Peterson, Rail Manager
(951) 787-7928, speterson@rctc.org

San Diego County Regional Airport Authority

P.O. Box 82776
San Diego, CA 92138-2776
Attention: Ted Anasis, Manager, Airport Planning
(619) 400-2400, tanasis@san.org

If any of the names and/or information listed above should change, the PARTY making such changes shall notify each other PARTY in writing of the changes within five (5) days of effective date of such changes.

20. This MOU may be executed in counterparts. This MOU shall be effective upon the date of full execution of this MOU by all the PARTIES. This MOU shall continue in full force and effect through December 31, 2011, unless terminated earlier by mutual written consent of all the PARTIES. Any PARTY may withdraw from and terminate its participation in the MOU upon providing 30 days written notice to each other PARTY hereto, provided that the terminating PARTY shall bear the reasonable costs of terminating work it has requested under this MOU through the date of its withdrawal from the MOU. The term of this MOU may only be extended upon mutual written agreement by the PARTIES.

IN WITNESS WHEREOF, the PARTIES hereto have caused this Memorandum of Understanding to be executed as to the date opposite their signatures.

CALIFORNIA HIGH-SPEED RAIL AUTHORITY:

APPROVED AS TO FORM

MEDHI MORSHED
Executive Director

General Counsel

Date

**SAN BERNARDINO ASSOCIATED
GOVERNMENTS:**

APPROVED AS TO FORM

GARY C. OVITT
President

JEAN-RENE BASLE
SANBAG Counsel

Date

SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS:

APPROVED AS TO FORM

HASSAN IKHRATA
Executive Director

JOANNA AFRICA
Acting Chief Counsel

Date

SAN DIEGO ASSOCIATION OF GOVERNMENTS:

APPROVED AS TO FORM

GARY L. GALLEGOS
Executive Director

JULIE D. WILEY
General Counsel

Date

RIVERSIDE COUNTY TRANSPORTATION
COMMISSION:

APPROVED AS TO FORM

General Counsel

Date

SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY:

APPROVED AS TO FORM

THELLA BOWEN
President/CEO

BRETON K. LOBNER
General Counsel

Date

SANBAG Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996